AMENDMENT 54

TO THE

OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF OTTAWA- CARLETON

THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

BY-LAW No. 299 of 1987

A By-Law to adopt Amendment 54
to the Official Plan of the
Regional Municipality of
Ottawa-Carleton

The Council of the Regional Municipality of Ottawa-Carleton, pursuant to Sections 17 and 21 of The Planning Act, 1983, enacts as follows:

1. Amendment 54 to the Official Plan of the Regional Municipality of Ottawa-Carleton, consisting of an explanatory text and the map marked as Schedules '1', '2', and '3' thereto, is hereby adopted.

2. The Clerk shall apply to the Minister of Municipal Affairs for the approval of the said Amendment 54.

3. This By-law shall come into force and take effect on the day of its final passing.

ENACTED and passed this 9th day of December , 1987.

CLERK

CHAIRMAN

AMENDMENT 54

OFFICIAL PLAN OF THE REGIONAL
MUNICIPALITY OF OTTAWA-CARLETON

PURPOSE

The purpose of Amendment 54 is to amend Schedule "A", Rural Policy Plan, Schedule "B", Urban Policy Plan, and the text at Section 5.6.7. The effect of the amendment is to implement the position of the Ontario Ministry of Municipal Affairs contained in "Land Use Policy near Airports" and to revise the current airport noise zones based on revised noise exposure contours prepared by Transport Canada.

BASIS

The Ontario Ministry of Municipal Affairs advises that all land use proposals near airports must, as of 1978, adhere to their NEF (Noise Exposure Forecast) land use compatibility table.

The applicable NEF values should be determined from NEF or NEP (noise exposure projection) maps based on contours supplied by Transport Canada.

The Ministry of Municipal Affairs has indicated that only current NEF or NEP maps should be used in applying the 1978 "Land Use Policy near Airports". As well, it is the position of the Ministry that, when available for an airport, both the NEF and NEP contours apply and land use proposals should not conflict with either.

In order to affect these changes an amendment to the Regional Official Plan is required.

THE AMENDMENT

1. Schedule "A", Rural Policy Plan is hereby amended as shown on Schedule "1" of this amendment by replacing the airport noise contours for Ottawa International Airport with the designation "Airport Noise Zone".

2. Schedule "A", Rural Policy Plan is hereby amended as shown on Schedule "2" of this amendment by replacing the airport noise contours for Carp Airport with the designation "Airport Noise Zone".

3. Schedule "B", Urban Policy Plan, is hereby amended as shown on Schedule "3" of this amendment by replacing the airport noise contours for the Ottawa International Airport with the designation "Airport Noise Zone".

4. Section 5.6.7 is hereby amended by deleting in its entirety, the first, paragraph on page 5-44, and the second and third paragraphs on page 5-45 beginning "In addition, Transport Canada..." and by replacing them with the following:

   "With regard to aircraft noise, Transport Canada develops Noise Exposure Forecasts for a 5-10 year time horizon and Noise Exposure Projections for longer time horizons based on the frequency of take-offs and landings of different types of aircraft and on runway alignment.

The Ministry of Municipal Affairs has prepared a land use compatibility table with lists which land uses may be permitted in specified NEF and NEP categories. The policies below provide that the Region will implement this policy with one exception.

The land use compatibility table prepared by the Ministry of Municipal Affairs permits residential development between NEF/NFP 30 and 35 on condition that the buildings are constructed to meet prescribed acoustic design criteria. However, the natural topography of a site or the presence of reflective or shielding surfaces may provide attenuation of ground based aircraft noise.

If an applicant submits appropriate information to demonstrate this, Council may approve development on the basis of variation from the published NEF or NEP contours".

5. Section 5.6.7, page 5-46 is hereby amended by deleting in its entirety, policies (3) to (7) inclusive and replacing them with the following:

"(3) Airport noise zones are designated on Schedules "A" and "B" where Council shall implement the policies of the provincial government, published by the Ministry of Municipal Affairs, Land Use Policy Near Airports 1978.

(4) Local official plans in municipalities affected by airport noise zones designated on Schedules "A" and "B" shall contain policies to ensure that the acoustic design criteria and other requirements of Land Use Policy near Airports, 1978 within the airport noise zones will be implemented.

(5) In deciding whether or not a proposed development is permitted, Council shall:

a) have regard to the NEF and NEP maps approved by Transport Canada;

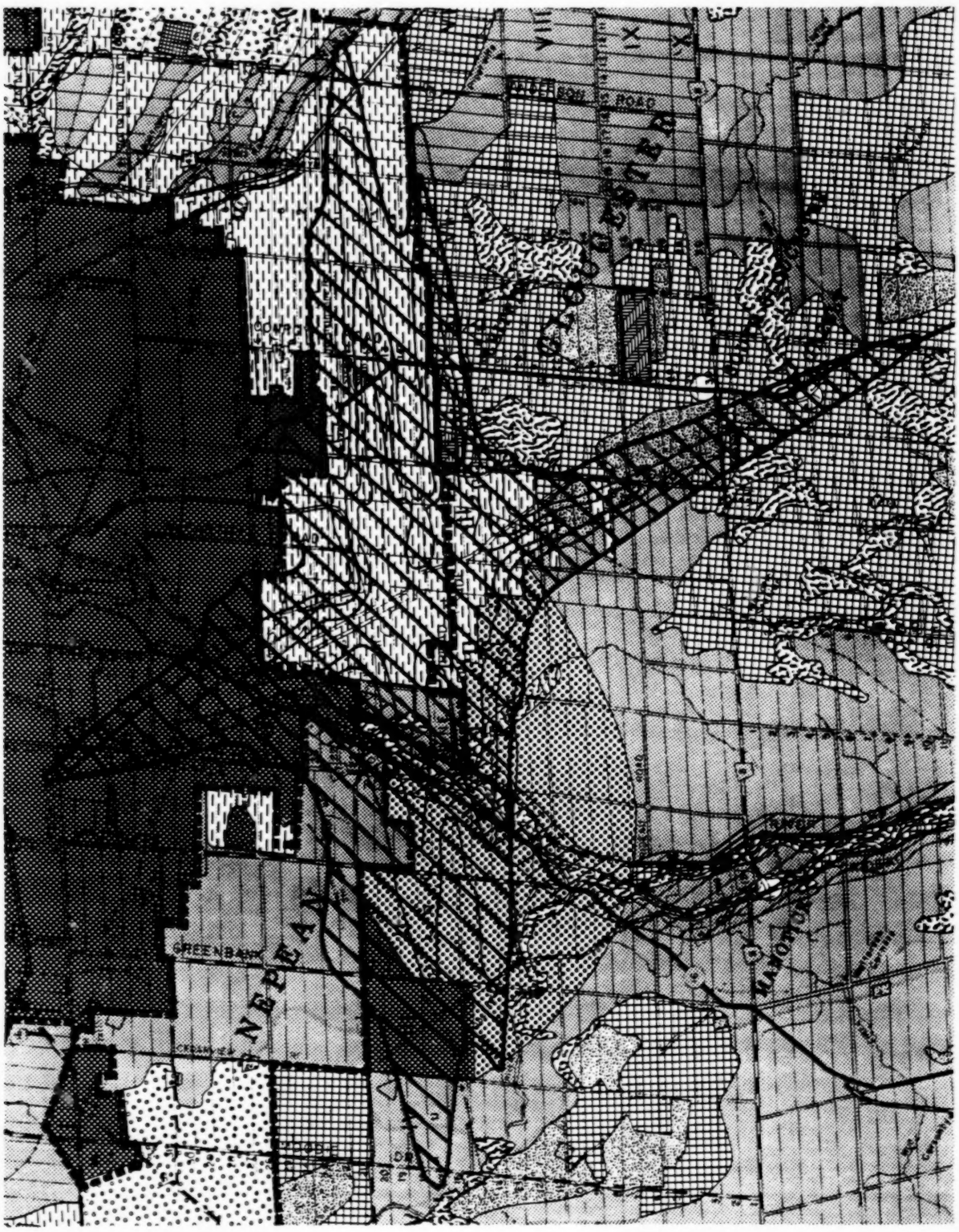
b) seek the advice of Transport Canada and the Ministries of the Environment and of Municipal Affairs;

c) determine that the designations on Schedules "A" or "B" permits the proposed development.

(6) Notwithstanding policy 3, local official plans, plans of subdivision, plans of condominium and severances which permit residential development above NEF/NEP 35 may be approved, if it is demonstrated that the site's specific natural topography, ground condition or the presence of reflective or shielding surfaces provides sufficient attenuation of ground based aircraft noise to reduce the NEF/NEP values for the site to less than 35, when all other pertinent criteria involved in the calculation of the NEF/NEP values have been included. In this regard applicants shall be required to submit a noise study prepared by a qualified professional engineer with experience in acoustical studies. The requirements of policies 3-5 shall then apply.

(7) Council shall seek the advice of Transport Canada and the ministries of Environment and Municipal Affairs in implementing policy 6."

SCHEDULE "1" OF AMENDMENT 54
OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
LA CARTE LÉGALE "1" DE L'AMENDEMENT 54
LE PLAN DIRECTEUR DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON



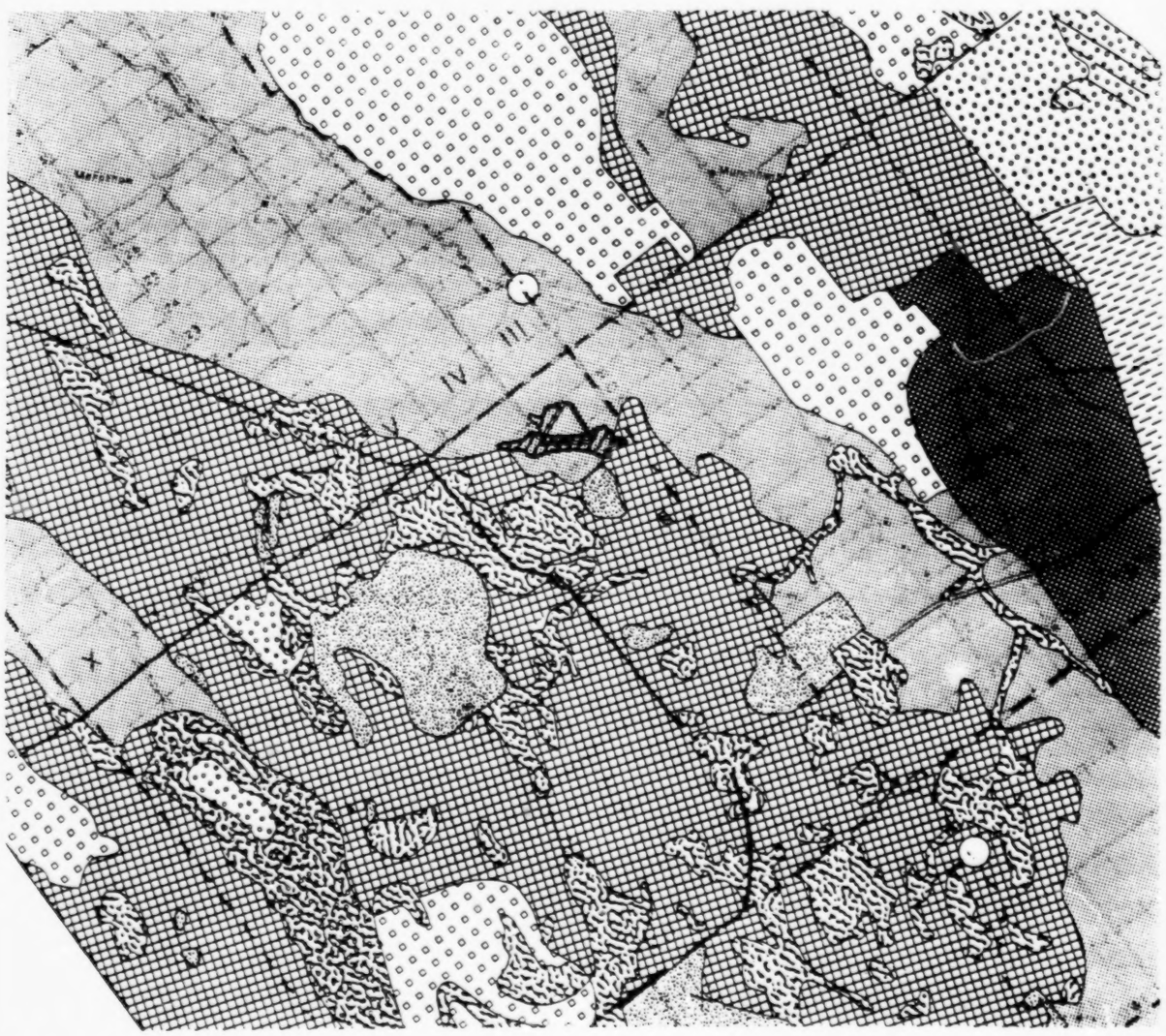
OFFICIAL PLAN - SCHEDULE A
RURAL POLICY PLAN

PLAN DIRECTEUR - ANNEXE A
PLAN DES POLITIQUES EN MILIEU RURAL

AIRPORT NOISE ZONE
COURBES D'EXPOSITION AU BRUIT DES AVIONS

SCHEDULE "2" OF AMENDMENT 54
OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

LA CARTE LÉGALE "2" DE L'AMENDEMENT 54
LE PLAN DIRECTEUR DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON



OFFICIAL PLAN - SCHEDULE A
RURAL POLICY PLAN

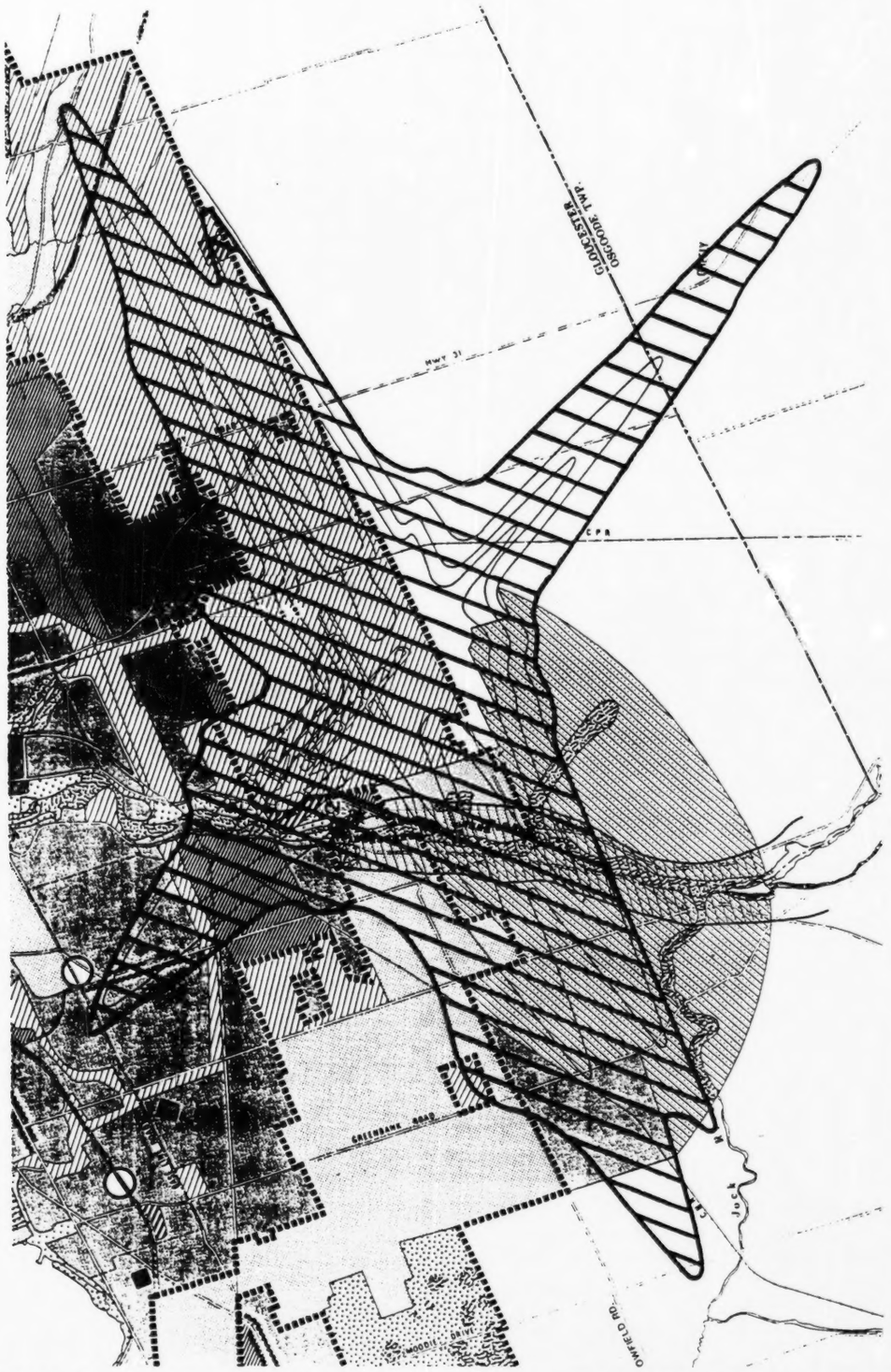
PLAN DIRECTEUR - ANNEXE A
PLAN DES POLITIQUES EN MILIEU RURAL

AIRPORT NOISE ZONE
COURBES D'EXPOSITION AU BRUIT DES AVIONS

SCALE 1 : 100,000 ÉCHELLE

SCHEDULE "3" OF AMENDMENT 54
OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

LA CARTE LÉGALE "3" DE L'AMENDEMENT 54
LE PLAN DIRECTEUR DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON



OFFICIAL PLAN - SCHEDULE B
URBAN POLICY PLAN

PLAN DIRECTEUR - ANNEXE B
PLAN DES POLITIQUES EN MILIEU URBAN

AIRPORT NOISE ZONE
COURBES D'EXPOSITION AU BRUIT DES AVIONS

SCALE 1 : 100,000 ÉCHELLE